GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:352
ANSWERED ON:13.12.2001
BUDGETARY SUPPORT FOR RAILWAY PROJECTS
P.C. THOMAS;V. SAROJA

Will the Minister of RAILWAYS be pleased to state:

(a) whether some Railway projects are pending due to non- availability of funds;

(b) if so, whether the Railways have sought special Central assistance to clear the backlog of pending projects;

(c) if so, the amount of funds sought by the Railways therefor;

(d) the projects identified for completion with Central assistance;

(e) whether it is a fact that it will take 40 years to clear the backlog at the present level of funding;

(f) if so, the reaction of the Government thereto; and

(g) the steps taken by the Government to allocate sufficient funds for timely completion of the pending projects?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (g) : A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF LOK SABHA STARRED QUESTION NO. 352 BY SHRI P.C. THOMAS AND DR. V. SAROJA TO BE ANSWERED ON 13.12.2001 REGARDING BUDGETARY SUPPORT FOR RAILWAY PROJECTS

(a) : While all ongoing Railway projects for which clearances are available are being progressed as per their relative priority and as per the availability of resources, progress of a large number of projects is slow because of non-availability of sufficient resources.

(b) to (d) :Railways have sought Rs.898 Crores for expediting the progress of certain selected ongoing projects, names of which are at Appendix.

(e) to (g) :Railways have large shelf of projects, particularly under New Line and Gauge Conversion Plan- Heads. At the present rate of funding, it will take about 20 years to complete the existing shelf of New Line projects, without considering inflation.

Besides, making efforts to obtain additional funds from the General Exchequer to increase the rate of funding, Railways have also prioritised the projects on the basis of their physical progress, their operational importance, national and strategic significance and social desirability. This prioritisation will lead to more judicious allocation of resources.

APPENDIX

APPENDIX REFERRED TO IN REPLY TO PARTS (b) TO (d) OF LOK SABHA STARRED QUESTION NO. 352 FOR 13.12.2001

New Lines

1. Panvel-Karjat : Electrified Line (Phase-I)

2. Fatua-Islampur including material modification for extension of new line from Bihar Sharif to Barbigha

3. Koderma-Ranchi

4. Rajgir-Hisua-Tilaya

5. Katra-Faizabad
6. Chandigarh-Ludhiana

7 Jammu Tawi-Udhampur

8. Udhampur-Srinagar-Baramula

9. Hubli-Ankola
10. Daitari-Banspani
11. Dharmavaram-Penukonda via Puttaparthi
12. Godhra-Indore Dewas-Maksi

Gauge Conversion

1. Miraj-Latur

2. Kanpur-Kasganj-Mathura & Kasganj-Bareilly

3. New Jalpaiguri- Siliguri-New Bongaigoan

4. Katpadi-Pakala-Tirupati

5. Secunderabad-Mudkhed & Jankhampet- Bodhan
6. Arsikere-Hassan-Mangalore

7 Cuddalore-Salem via Vriddhachalam

8. Gandhidham-Palanpur

9. Surendernagar-Bhavnagar, Dhola-Dhasa-Mahuwa with the extension to Pipavav

Doubling

1. Chandanpur-Gurup 3rd line

2. Gurup-Shaktigarh : 3rd line

3. Punpun-Taregna (Patna-Gaya, Phase-III)

4. Chhapra-Hajipur

5. Karpurigram-Siho
6. Amroha-Moradabad

7 Kanpur-Panki : 3rd Line (Phase-I)

8. Zafrabad-Utretia Phase-II (Zafrabad-Srikrishnnagar)

9. Gooty-Renigunta : Patch Doubling
10. Gooty-Renigunta Sec. : Doubling of Balapalle-Pullampet (Phase-I)
11. Gudur-Renigunta
12. Hospet-Guntakal
13. Rahama-Paradeep
14. Titlagarh-Lanjigarh

15. Bilaspur-Urkura

Railway Electrification

1. Sitarampur-Danapur-Mugalsarai including Rampur Dumra-Garhara-Barauni

2. Ambala-Moradabad

3. Circular Railway around Lucknow area

4. Bhubaneshwar- Kottavalasa

5. Bokarao Steel City-Muri-Hatia-Bondamunda-Bimlagarh-Kiriburu/Barsuan incl. Purulia-Kotshila
6. Kharagpur-Bhubaneswar including Talcher-Paradeep